



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Beverley K. Swaim-Staley, Acting Secretary • Paul J. Wiedefeld, Administrator

August 14, 2009

Ms. Gail McFadden-Roberts, AICP
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia PA 19103

Project: Central Maryland Transit Operations Facility
Howard County, Maryland
Categorical Exclusion Documentation

Dear Ms. McFadden-Roberts:

The Maryland Transit Administration (MTA), on behalf of the Howard County Government – Department of Planning and Zoning (HCG), is submitting this environmental documentation for property purchase, rehabilitation and new construction of a bus maintenance and operations center on two adjacent privately-owned parcels totaling approximately 12 acres (*Attachment 1*). The project is proposed to be funded under grants MD-03-0113-01; MD-04-0009-01; and MD-04-0014. In accordance with 23 CFR 771, the MTA is providing documentation for Federal Transit Administration (FTA) review and approval of a Categorical Exclusion (CE) under 771.117(d)(8) so property acquisition can be completed and project activities initiated.

Project Purpose and Need

Howard and Anne Arundel counties, along with the City of Laurel and with the assistance of the MTA, have been working to identify a suitable location for a Central Maryland Transit Operations Facility to serve as a base of operations for local and regional bus service for Howard, Prince Georges and Anne Arundel counties for several years. The desired facility would be used for storage, maintenance, and repair of revenue and non-revenue transit vehicles, dispatching and other operations activities. The location would need to be in an industrial area to avoid adverse impacts to residential areas. In addition, a facility is needed that will provide efficient and cost-effective transit service to Fort Meade and support BRAC related transportation needs.

Howard and Anne Arundel counties have a current contract with the Corridor Transportation Corporation (CTC) to manage transit services for the counties. Neither county owns a facility suitable for storing, maintaining, and repairing revenue and non-revenue transit vehicles. Currently, CTC does not have a facility of its own and contracts maintenance and operations to a third party, First Transit. The facility First Transit uses to meet its service obligations to CTC and the local jurisdictions is not well located to serve the central Maryland area, resulting in excessive deadhead mileage, added expenses and operational inefficiencies.

The lack of a permanent centralized facility results in reduced bid competition, since only companies which either own a facility or are able to lease a facility can be considered. From prior bid solicitations, it is apparent that very few transit providers are able or willing to meet this requirement. This is primarily related to the high demand and cost of commercial and industrial real estate in the central Maryland area. With the increasing urbanization of the Washington-Baltimore region, industrial locations with good road access that are buffered from residential areas are increasing hard to find and costly to purchase.

The difficulty of finding a maintenance and operations facility in a centralized location has resulted in increased costs to the Locally Operated Transit Services (LOTS) agencies, a result of the absence of competition in the bid process, as well as substantial overhead charges for the facility and current excessive deadhead mileage. At present, the counties must rely on a contract operator to provide a maintenance and operations facility with the capitalized cost of that facility built into the rate charges to the local jurisdictions. This has resulted in higher costs to fund the transit services, and reduced the cost-effectiveness of limited local and state funds.

The proposed maintenance and operations facility project utilizing the two parcels at 8800 and 8810 Corridor Road (Parcels 73 & 75) meets the project purpose and need and has no significant adverse impacts to the social or natural environment. The approximately 12-acre site is centrally located in the Baltimore-Washington corridor, is located in an industrial area and surrounded by other industrial land uses, and has a well defined roadway system. Of primary importance, one parcel is an existing commuter bus maintenance and storage facility, which will allow immediate use of the site while improvements for both sites are planned and completed. The centralized location of the proposed project, under county ownership, will result in operating and maintenance cost savings and improved operating efficiencies. The facility's centralized location will also improve transit service to Fort Meade and support BRAC related transportation needs.

In sum, the proposed project is well suited to meet the purpose and need for a maintenance and storage facility serving Howard and Anne Arundel counties. As documented below, the project will have no significant adverse impacts to the environment.

Project Description

The Central Maryland Transit Operations Facility project will include the purchase of two properties, and the rehabilitation and new construction of a bus maintenance, storage and operations center for local and regional bus service in the mid Baltimore-Washington corridor. Howard County will purchase both facility sites with federal, state and county funds. The facilities will serve as the central base location for publicly-owned transit operations for vehicle storage, maintenance and vehicle repair for Howard, Prince Georges and Anne Arundel counties. Site activities will include vehicle fueling, inspections, washing, storage and parking, administrative and operator facilities, and dispatch communications.

One of the parcels (Parcel 75) currently functions as a commuter bus facility for a company scaling back its operations in the area. Improvements on the site include an office building, a maintenance garage with office space, a fueling station, sheds, and vehicle storage areas. This will allow immediate use as a transit facility upon transfer of ownership, while improvements are planned for the total site location. Current use of the other parcel (Parcel 73) includes an office building, an auto repair garage, and a masonry storage building.

ENVIRONMENTAL EVALUATION AND DOCUMENTATION

The following evaluation provides the basis for the MTA's recommendation that the proposed Central Maryland Transit Operations Facility project would not involve significant environmental impacts, and qualifies as a CE.

- ***Land Use and Zoning***

The Central Maryland Transit Operation Facility parcels proposed for purchase and redevelopment are zoned as M-2 District (M-2 Manufacturing: Heavy) with land uses that consist of manufacturing, warehouse, industrial and business uses with provisions for limited retail sales. Current land use of the two parcels include a commuter bus maintenance and storage yard, offices, auto repair and masonry storage. South, east and west for at least a mile of the proposed transit facility site are only parcels zoned for industrial and heavy commercial uses. The proposed project is permitted under the current zoning of the parcels and will not impact the land use or zoning classifications of the surrounding area (*Attachment 2*). The site is within the State Priority Funding Area.

- ***Traffic and Parking***

The two adjacent parcels that would serve as the project site are located on Hilder Road near MD 32/Corridor Road. Both parcels are accessed off of Corridor Road. Corridor Road is a low-volume service road serving various industrial/commercial companies. Corridor Road has a signalized intersection at US 1, which is a short distance from MD 32, an access-controlled principal arterial.

Parcel 73 has been utilized as a bus maintenance/storage yard since the mid 1990s. During the peak of the utilization of the site, from 1997-2007, approximately 200 vehicles (motor coaches, transit buses, paratransit vehicles, trucks, buses and limousines) were stored, operated, and maintained on site, 24 hours per day, 7 days a week. Currently, a smaller number of commuter buses utilize the site.

The proposed project will provide a transit maintenance, storage and operations center. This facility will operate with approximately 145 vehicles and conduct similar activities that are consistent with the former utilization of the site during its peak. County traffic records do not indicate roadway capacity concerns during previous peak hours as a result of signalized intersections and low-volume roadway directly accessing the facility. Due to the adequate capacity of the roadways and signalized intersections, the proposed transportation operations are not expected to degrade any intersection LOS or exceed roadway capacity.

- ***Metropolitan Planning and Air Quality Conformity***

The Central Maryland Transit Operation Facility is referenced in the *FY2008-2013 Maryland Consolidated Transportation Program*, MTA Development & Evaluation Projects, MTA- page 36 and the *FY2008-2012 Baltimore Region Transportation Improvement Program*, Transit Operations & Maintenance Facility Howard County - page 256 (*Attachment 3*).

- ***Carbon Monoxide (CO) Hot Spots***

A review of the region's conformity plan and the TIP indicates a determination of conformity for the region for Carbon Monoxide (CO) emissions. The project will not result in any meaningful changes in traffic volumes or delay, vehicle mix, or any other factors above the recent activity level of the privately-owned commuter bus operation and adjacent industrial businesses. Based on the conformity status of the region and projected project activities, a CO hotspot analysis is not required.

- ***Historic Resources***

Coordination with the Maryland Historical trust (MHT) was undertaken to determine the project's effect on historic standing structures and archeological sites within the area of potential effect. On January 23, 2009, MHT concurred that there would be no historic properties or archeological resources affected by the proposed improvements (*Attachment 4*).

- ***Noise***

The use of the transit center is not anticipated to significantly increase noise levels for any noise sensitive areas. The surrounding land uses are composed of industrial, warehouse and office use, and there are no nearby residential communities. The proposed use of the site is consistent with the current area activities, and there will be no significant change in noise levels.

- ***Vibration***

The proposed project will not produce significant ground-borne vibrations. The project does not involve the addition of new or relocated steel tracks. Therefore, the proposed project will not increase the vibration levels in this area.

- ***Land Acquisitions and Relocations***

In order to complete the proposed improvements, fee-simple property purchase will be required. Howard County Government (HCG) proposes to acquire both 8800 and 8810 Corridor Road, Annapolis Junction, MD 20701 to provide for a bus operation, maintenance, and repair and storage facility. Howard County will utilize the existing transit operations facility at the 8800 site and simultaneously begin the design and development of a new, more efficient facility using both parcels. Initially minor renovation activities will be undertaken along with site planning, design and engineering for the future facility at both parcels.

The 8800 parcel is currently occupied by Veolia Transportation under a lease arrangement with the Joseph Family LLC. Veolia desires to vacate the lease due to their underutilization of the site. Three companies are currently located on the 8810 parcel and are linked by family ties. The businesses would be relocated and the HCG would assist in the relocation process if requested.

Howard County will adhere to all requirements in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. With FTA approval of the CE documentation, and upon completion of the final appraisal review and submittal to FTA for approval, HCG will purchase property for the proposed facility.

- ***Hazardous Materials***

8800 Corridor Road

A Phase I Environmental Site Assessment (ESA) was completed in April 2009 for the 8800 Corridor Road parcel. Due to the indentified past use of the parcel as a vehicle maintenance garage, a Phase II ESA was recommended to further evaluate subsurface conditions to identify any potential environmental conditions.

The results of the Phase II ESA analytical data collected did not indicate levels of contaminants higher than the Maryland Department of the Environment (MDE) Cleanup Standards or EPA Region III Risk Based Concentrations. No recognized environmental conditions were indicated by the Phase II ESA and no further investigative or remedial action was recommended.

8810 Corridor Road

On May 18, 2006, the 8810 Corridor Road parcel received a Letter of Compliance from the MDE's Oil Control Program for the removal of two USTs, including a 10, 000 gallon diesel UST and an 8,000 gallon gasoline UST system (*Attachment 5*). Although residual petroleum was noted, the Oil Control Program determined that there were no risks to the human health and environment. Therefore no further corrective action was required by MDE for the site and vicinity being served with public water.

A Phase I ESA was completed in March 2009 at the 8810 Corridor Road parcel evaluating the same area of underground storage tanks (UST) that were the subject of the MDE letter of compliance dated 18 May. Phase I evaluation was consistent with the data collected in the 2006 evaluation, indicating minor residual petroleum contamination, though not a recognized environmental concern.

As further due diligence, a Phase II ESA was conducted and indicated that the soil and groundwater did not exceed any parameters above the MDE 2008 Cleanup Standards. The analytical results indicated that the Phase II data reviewed was consistent with the Phase I ESA UST report, which indicated isolated elevated concentrations at the dispenser location following its removal. As noted above, MDE had earlier determined no further corrective action was required by for the site and vicinity being served with public water.

- ***Community Impact Assessment/Environmental Justice***

The proposed Central Maryland Transit Operations Facility project sites would not adversely impact any communities. No communities are located within close proximity of the proposed project site. The nearest residential-zoned community, Savage, Maryland, is approximately 0.75 miles west of the project location. Two non-conforming residential uses are located approximately .5 miles north of the sites, directly adjacent to MD 32. Other residential communities are located to the north of the proposed project, separated by a 4-lane expressway, collector-distributor lanes and a 300 foot wide right-of-way (**Zoning Map - Attachment 2**).

Identification of low-income and minority populations in the project vicinity

The socio-economic profile of the affected areas was analyzed using information from the 2000 US Census. **The project is located within census block group 606902. This block group contains no population profile as it is zoned industrial.** There are three block groups 6069012, 6069021 and 6069023 adjacent to the project site (**Attachment 6**). Data from these block groups are compared to data gathered from the State of Maryland and Howard County in order to evaluate the study area.

The US Census allows people to claim more than one race or ethnicity; therefore, Hispanic or Latino is evaluated separately from race. Table 1 summarizes racial demographics in Maryland, Howard County, and the three block groups included in the study area. Howard County consists of approximately 75% White and 14% African-American, 8% Asia, and 3% of two or more races. The three block groups adjacent to the project block group contain an average percentage 17% of Black or African Americans greater than the county average 14% but less than the State average 28%. As noted above, there are no residences in the project block group.

Table 1: Racial Demographics

<i>Race</i>	<i>Maryland</i>	<i>Howard County</i>	<i>Block Group 6069012</i>	<i>Block Group 6069021</i>	<i>Block Group 6069023</i>
<i>White</i>	64%	75%	81% (946)	67% (1,393)	69% (1,760)
<i>Black or African American</i>	28%	14%	16% (188)	16% (327)	18% (462)
<i>American Indian and Alaskan Native</i>	0%	0%	0%	0%	0%
<i>Asia</i>	4%	8%	3% (34)	10% (214)	7% (184)
<i>Native Hawaiian and Other Pacific Islander</i>	0%	0%	0%	0%	2% (45)
<i>Other race</i>	2%	1%	0%	4% (80)	0%
<i>Two or more races</i>	2%	2%	0%	4% (77)	4% (100)
Total	5,192,899	247,842	1,168	2,091	2,551
<i>Hispanic or Latino</i>	4%	3%	0%	0%	0%

Table 2 summarizes income characteristics in Maryland, Howard County, and the three US Census block groups that are included in the study area. The median household income in 1999 for the three block groups was \$55,110, less than Howard County average \$74,167 but greater than the State average \$52,868. The median percentage of individuals at or below poverty level for the three block groups is equal to Howard County at 4% but less than the State at 9%.

Table 2: Income Characteristics

<i>Race</i>	<i>Maryland</i>	<i>Howard County (in 1999)</i>	<i>Block Group 6069012</i>	<i>Block Group 6069021</i>	<i>Block Group 6069023</i>
Median Household Income (in dollars)	\$52,868	\$74,167	\$53,750	\$43,242	\$68,340
Individuals at or Below Poverty Level (in percent)	9%	4%	4%	0%	4%

Assessment of disproportionately high and adverse project impacts

No environmental justice or low-income populations are within the immediate vicinity of the project, therefore no disproportionate adverse effects are anticipated. There would be minimal noise or visual impacts to communities due to the distance between the proposed facility and the nearest homes. No residential displacements will occur, neighborhood or community boundaries will not be altered, community services will not be interrupted nor will access to service be disrupted, and the traffic and circulation patterns will not be altered. No secondary or cumulative effects are anticipated as a result of this project.

Positive effects of the project would benefit disadvantaged, senior and minority persons because the proposed facility will improve the efficiency and accessibility of transit service.

Strategies to avoid, reduce or mitigate impacts to EJ communities/populations

To avoid impacts to EJ communities/populations, the project has been located in an industrial-zoned area surrounded by similar land uses. There are no nearby residential communities. Therefore, there will be no project impacts to low income or minority communities or populations.

- ***Public Involvement***

The acquisition of 8800 and 8810 Corridor Road and its use and development as a transit operation facility are a Howard County Capital Project C-0289. Capital Projects are presented to the public for comment at open meetings held by both the Howard County Executive and the County Council, Howard County's legislative body. The project was presented most recently at the open Public Transportation Board (PTB) meeting held on April 28, 2009. No comments in opposition to the project have been received.

- ***Public Parkland and Recreation Areas***

No publicly-owned parks or recreational areas are near the project; therefore no parkland will be impacted by the proposed improvements.

- ***Wetlands***

No wetlands have been identified in the project area. The entire project site is impervious or otherwise uplands. No wetlands will be impacted by the project.

- ***100-Year Floodplain***

According to the Federal Emergency Management Agency Flood Insurance Rate Map Howard County, MD, Community Panel Number 240044 0044 B (*Attachment 7*), the proposed Central Maryland Transit Facility Operations Facility is not located in a 100-year floodplain. No permits will be required for construction within a floodplain.

- ***Water Quality***

There are no streams within the project area. The stormwater management facilities will be designed according to MDE regulations to provide storage of runoff to maintain the existing discharge rates in post-construction conditions. Sediment and erosion control plans will be approved by MDE before construction begins.

- ***Navigable Waterways and Coastal Zones***

There are no navigable waterways and coastal zones located within the project area, therefore, no new crossings or quality impacts to water resources are anticipated.

- ***Rare, Threatened and Endangered species and Ecologically- Sensitive Areas***

Coordination with both state and Federal resource agencies (Maryland Department of Natural Resources and U.S. Fish and Wildlife Service) indicated that there are no known rare, threatened or endangered species located within the project area, and therefore no impacts to these species should occur (*Attachment 8, 9 & 10*).

- ***Safety and Security***

There are no adverse impacts to safety and security from the proposed project. The proposed transit facility will adhere to standard safety practices established by government regulations to minimize the potential for accidents and other safety problems during construction.

- ***Impacts from Construction***

Minor impacts may be experienced during construction related to noise and earthwork. However, the adjacent land uses are not considered noise sensitive uses. Minor impacts related to the earthwork include erosion and sedimentation as well as fugitive dust. These impacts would be minimized during construction with the implementation of Best Management Practices and proper erosion and sediment control measures. Daily construction start and end times will follow normal construction work hours, but will be adjusted at the request of adjacent property owners. The project will follow all local, state and federal guidelines to minimize construction impacts.

Ms. Gail Mc-Fadden-Roberts, AICP
Central Maryland Transit Operations Facility
Page Twelve

- ***Conclusion***

According to 23 CR 771.117 (d) (8), construction of bus storage and maintenance facilities are actions that meet the criteria for a Categorical Exclusion when the project will not involve significant environmental impacts to surrounding areas. We believe the project meets the definition of a Categorical Exclusion, will have a minimal impact on the natural environment, and will have a positive socio-economic impact. Therefore, the MTA recommends FTA approval of a Categorical Exclusion for this project. If you have any questions or would like additional information, please do not hesitate to contact Ms. Angela Willis at 410.767.4080, or awillis1@mtamaryland.com.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Newton", followed by a small flourish.

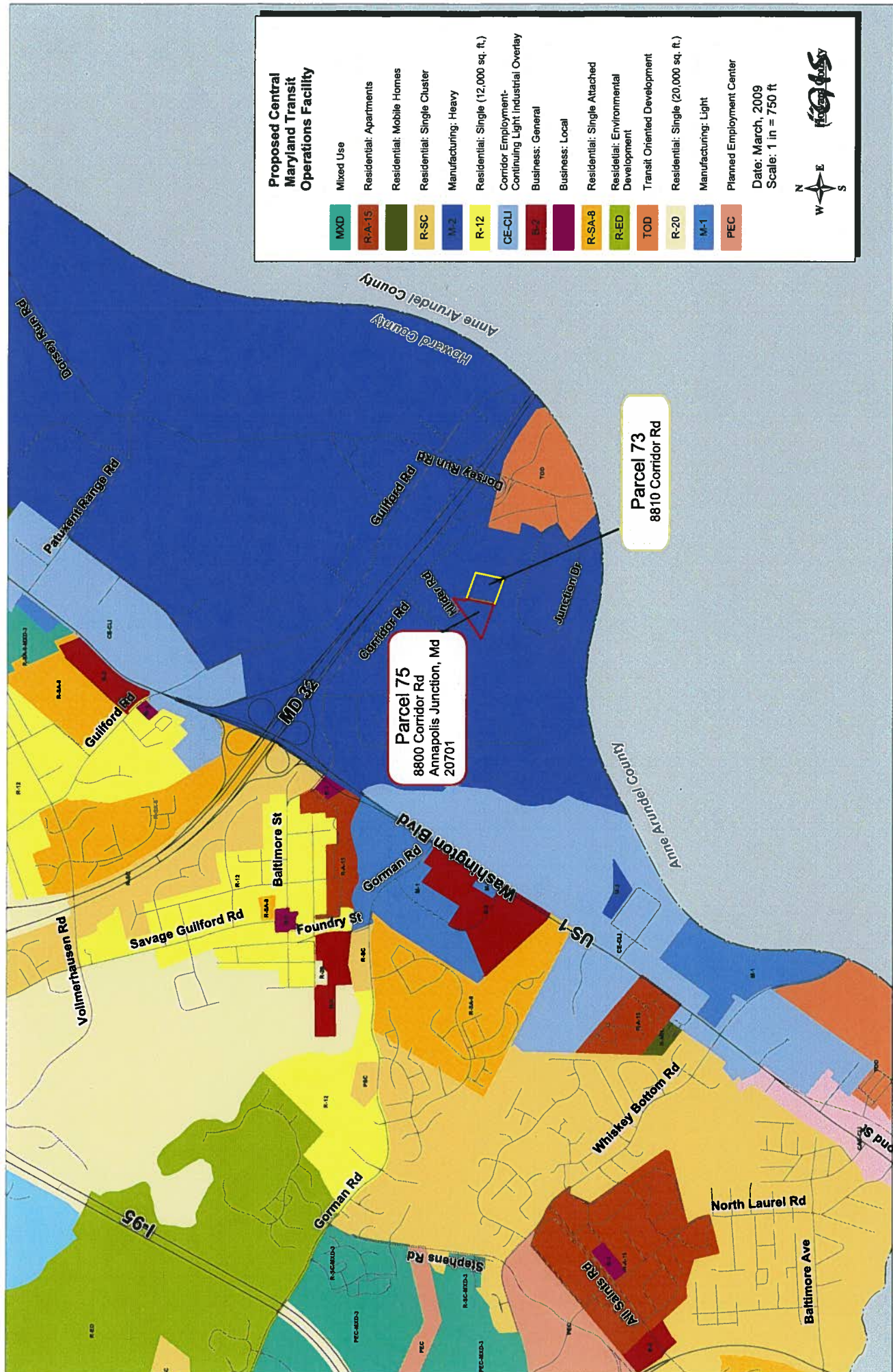
John Newton, Manager
Environmental Planning Division

cc: Mr. Carl Balser, Howard County
Mr. Lenny Howard, Maryland Transit Administration
Ms. Angela Willis, Maryland Transit Administration

Attachments

Attachment 1 Project Location Map





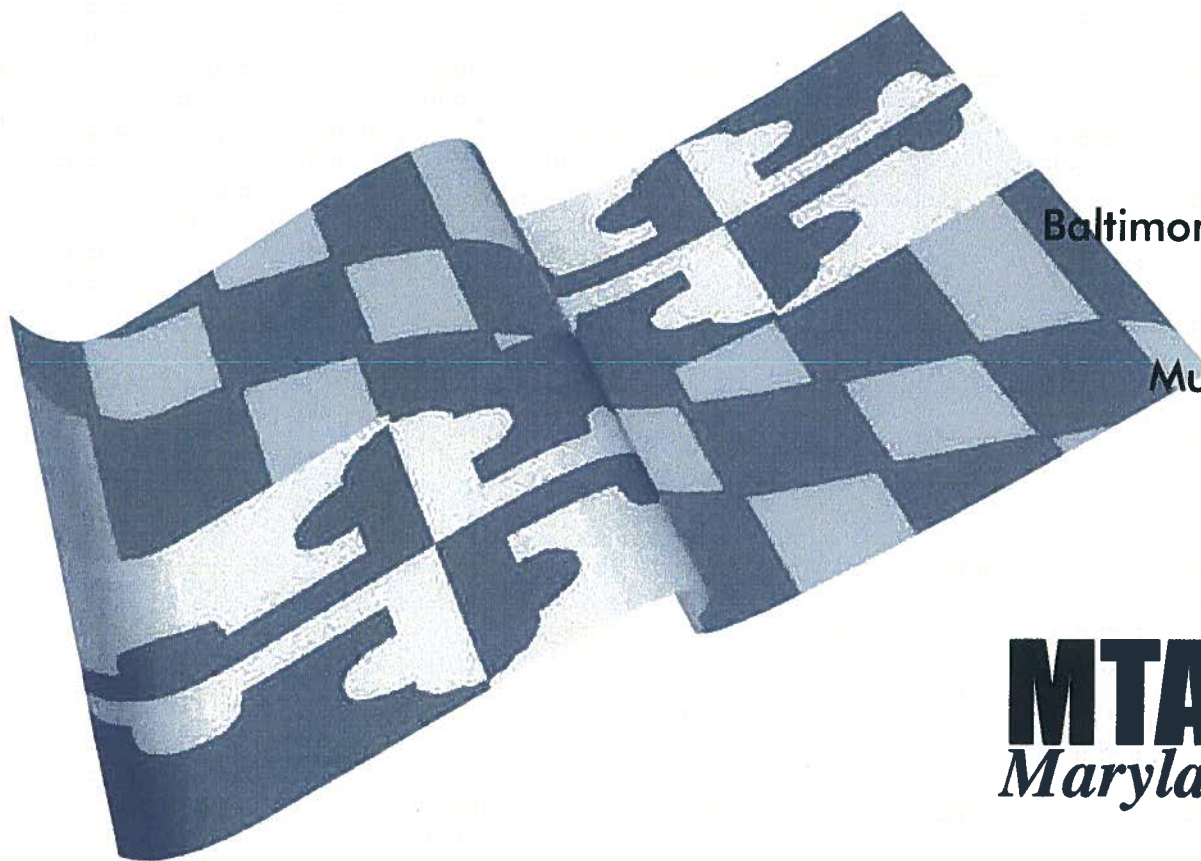


Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2008 State Report on Transportation • FY 2008–2013

*Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John D. Porcari, Secretary*

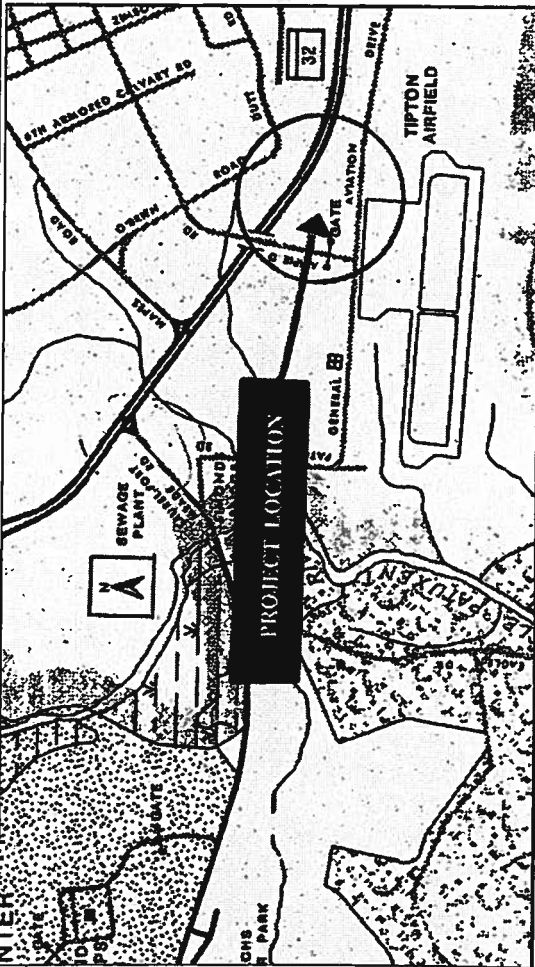


MARC
Light Rail
Baltimore METRO
Bus
Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS

DEVELOPMENT AND EVALUATION PROGRAM



STATUS: Howard and Anne Arundel Counties are working jointly on the project. Howard County has lead responsibility. Project planning is underway.

PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Planning and design of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, western Anne Arundel County and the City of Laurel. This is a BRAC related project.

JUSTIFICATION: The project will reduce operating costs associated with the maintenance support function and support local bus service in the Ft. Meade area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO TOTAL COMPLETE
				2010....2011....2012....2013....			
Planning	2,100	283	0	217	800	800	0	0	0	1,817	0
Engineering	3,030	30	0	0	0	1,000	1,000	1,000	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,130	313	0	217	800	1,800	1,000	1,000	0	4,817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost of \$24.26 million. MDOT is contributing \$800k towards the planning and design.

BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2008-2012

DEVELOPED BY THE BALTIMORE METROPOLITAN PLANNING ORGANIZATION

CITY OF ANNAPOLIS • ANNE ARUNDEL COUNTY • BALTIMORE CITY • BALTIMORE COUNTY • CARROLL COUNTY • HARFORD COUNTY • HOWARD COUNTY

MARYLAND DEPARTMENT OF TRANSPORTATION • MARYLAND DEPARTMENT OF THE ENVIRONMENT • MARYLAND DEPARTMENT OF PLANNING

November 27, 2007

***BRTB* BALTIMORE REGIONAL TRANSPORTATION BOARD**

Transit Operations & Maintenance Facility

TIP Id #	16-0201-66	Year of Operation	2011
Agency	Local Project	Project Type	New bus facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	NA		

Description	Justification
Site selection, acquisition, design and construction of an operations and maintenance facility to be shared among Howard Transit, Connect-A-Ride and Western Anne Arundel County transit services. The facility will support the County's fixed-route and paratransit services including such functions as dispatch, vehicle maintenance, parts storage, revenue collection and handling, vehicle storage and management, and administrative office space.	A comprehensive/modern transit operations and maintenance facility will enable the County, Connect-A-Ride and Anne Arundel County to gain operational efficiencies, economies of scale, and cost savings. Such a multi-jurisdictional transit facility is needed to increase vendor competition and thereby Howard Transit, Connect-A-Ride and Anne Arundel County will receive the most competitive rates for transit service. The facility will enable the development of state-of-the-art service monitoring and revenue handling equipment. The facility will allow transit service to Fort Meade and support BRAC related transportation needs.

Section 1602 High Priority Projects

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON							\$8,800	\$2,200	\$8,800	\$2,200	\$22,000
OTH			\$48	\$12			\$80	\$20	\$80	\$20	\$260
PE					\$720	\$180	\$160	\$40			\$1,100
PP			\$438	\$462							\$900
ROW											\$0
Totals	\$0	\$0	\$486	\$474	\$720	\$180	\$9,040	\$2,260	\$8,880	\$2,220	\$24,260

Attachment #

FTA



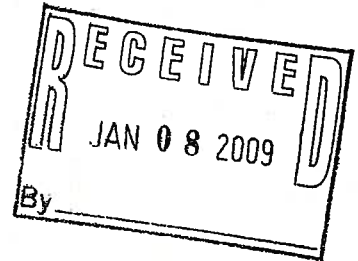
HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350

Marsha S. McLaughlin, Director

www.howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

January 6, 2009

2009 00042



Mr. L. Rodney Little
State Historic Preservation Officer
Maryland Historic Trust
1000 Community Place
Crownsville, MD 21032

RE: Site Screening for Central Maryland Transit Operations Facility

Dear Mr. Little:

Howard County hereby requests a review of any historic and/or other resources under your purview that construction of a transit operations facility on parcels 73 and 75 of Tax Map 48 might impact.

Howard County proposes in its FY2009 Capital Budget a project to construct a local bus operations, repair and maintenance facility. Two parcels being considered are located at 8800 and 8810 Corridor Road in Annapolis Junction (parcels 73 and 75 on Tax Map number 48 for Howard County).

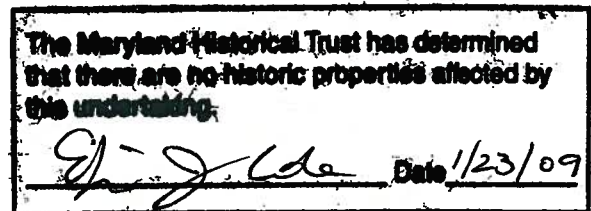
It is our intent to seek a Categorical Exclusion under NEPA regulations. A review of the National Historic Inventory and the Inventory of Maryland Historic Sites revealed no historic resources closer than the Savage Mill and Bollman Bridge, a distance of at least one and one-half miles (see attached maps).

Upon completion of your review, please respond by letter indicating your findings so we may proceed in our request for a Categorical Exclusion.

Please contact me if you have any questions at (410) 313-4363 or bmuldoon@howardcountymd.gov.

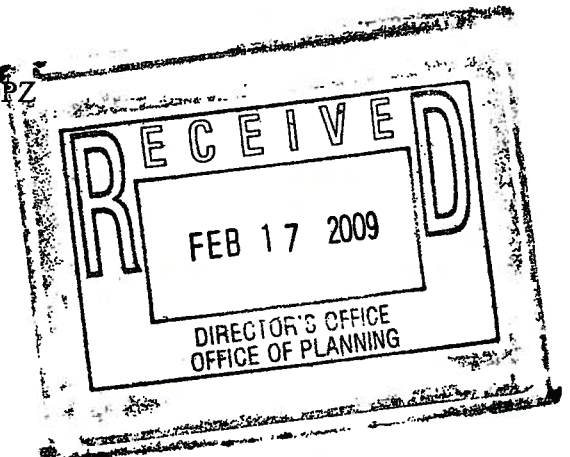
Sincerely,

Brian Muldoon, Planning Specialist II
Howard County Department of Planning & Zoning



Attachments

cc: Kimberley Flowers, Deputy Director, DPZ
Samantha Stoney, Planner, Resource Conservation Division, DPZ
Carl Balser, Chief, Transportation Planning, DPZ
Ben Pickar, Planning Supervisor, DPZ
File: CMTOF



A BC 1/23/09

**MARYLAND DEPARTMENT OF THE ENVIRONMENT**

Oil Control Program, Suite 620, 1800 Washington Blvd., Baltimore MD 21230-1719
410-537-3442 • 410-537-3092 (fax) 1-800-633-6101

Robert L. Ehrlich, Jr.
Governor

Kendl P. Philbrick
Secretary

Michael S. Steele
Lt. Governor

Jonas A. Jacobson
Deputy Secretary

May 18, 2006

NOTICE OF COMPLIANCE

Mr. Scott A. Wyler
Corridor Road LLC
8810 Corridor Road
Annapolis Junction MD 20701

RE: Case No. 2006-0613HO
Corridor Road LLC
8810 Corridor Road
Annapolis Junction, Maryland
Facility I.D. No. 373

Dear Mr. Wyler:

The Oil Control Program recently completed a review of Case No. 2006-0613HO for the above-referenced property located in Howard County. Based on our review, one 10,000-gallon and one 8,000-gallon gasoline underground storage tank systems were removed on March 29, 2006. A total of eight soil samples (six below the tanks and two under dispensers) were collected and analyzed for volatile organic compounds (VOCs) and total petroleum hydrocarbons-diesel and gasoline range organics (TPH-DRO/GRO). The laboratory reported VOCs below detection limits and TPH-DRO for sample D-2 at 2730 which exceeds the Department's non-residential cleanup standard of 620. The Oil Control Program does not require further corrective action at the subject property based on VOC soil sample laboratory results and the site and vicinity being served with public water. The Oil Control Program hereby closes its case in reference to this site.

Residual petroleum contamination remains on-site; however, it appears that this contamination may not pose a risk to human health and the environment. Since excavation in the area of the former tank field/investigation may create exposure pathways, if impacted soil is encountered, it must be handled in a manner that complies with State and local regulations.

Please be advised that Maryland law, specifically COMAR 26.10.01.05G and Environment Article, Section 4-401, Annotated Code of Maryland states: "A purchaser of oil-contaminated property does not become a person responsible for a discharge solely as a result of the purchase of the property unless the purchaser is otherwise a person responsible for a discharge under Environment Article, Section 4-401(i)."

Additionally, soil sampling was completed beneath each of the two removed product dispensers. These soil samples were submitted for laboratory analysis of TPH-GRO/DRO and Total VOC as directed with the following results:

Confirmation Soil Sample Results--Dispenser Islands
(Samples collected 3/29/06)

Sample ID	Depth (feet)	TPH-GRO (mg/kg)	TPH-DRO (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethyl. (mg/kg)	Xylene (mg/kg)	MTBE (mg/kg)
D-1	-3	U	347	U	U	U	U	U
D-2	-3	U	2730	U	U	U	U	U
MDE Clean-up Standards (Soils-Non Residential)		620	620	104	40880	20440	408800	2728

U = Less than reported quantitation limit
*Complete VOC results attached

Review of the cumulative sample results indicates little to no significant residual petroleum impact in the former UST excavation. Limited and isolated residual soil contamination was identified beneath the former dispenser island, especially at D-2 beneath the former diesel dispenser. With the exception of D-2, resulting concentrations are either below MDE Clean-up Standards or below reported quantitation limits. Despite the elevated TPH-DRO concentration at D-2, VOC concentrations, BTEX and MTBE in particular, are less than quantitation limits. The questionable area of D-2 will be paved over and utilized as vehicle parking only.

Based on the cumulative analysis results and considering the successful closure of the site's two USTs and all ancillary equipment, Petroleum Management, Inc., on behalf of the property owner, would request that this case be reviewed for closure with no further action required. Please review this case and respond with a *Notice of Compliance* or further directives as deemed necessary. The amended *Notification for Underground Storage Tanks* has been completed and delivered to the property owner for the appropriate signature. Once signed it will be forwarded to your office.

Thank you for your attention to this case.


W. Scott Alexander
Environmental Projects Manager

cc: Corridor Road LLC
Attn: Mr. Scott A. Wyler
8810 Corridor Road
Annapolis Junction, MD 20701

Enc: Site Map/Site Photographs
County Permit
Tank Disposal Certificate
Laboratory Analysis Results

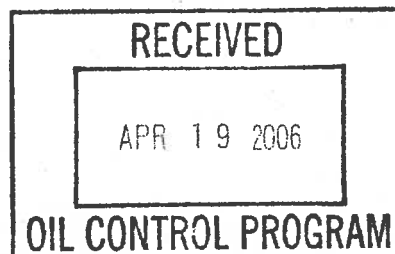


Petroleum Recovery and Remediation Management, Inc.



April 18, 2006

Attn: Mr. John Myers
Maryland Department of the Environment
Waste Management Administration
Oil Control Program
1800 Washington Blvd., Suite 620
Baltimore, MD 21230



RE: Corridor Road LLC
8810 Corridor Road
Annapolis Junction, MD 20701
Case# 06-0613 HO

UST Closure Assessment

Dear Mr. Myers,

As noted in your *Tank Removal/Abandonment* report dated March 29, 2006, (1) 10,000 gallon diesel and (1) 8,000 gallon gasoline USTs as well as all associated piping and dispensers were removed from the above referenced site. Upon excavation and removal of the tanks, there were no obvious signs of pitting or perforations in the tanks. There were no obvious staining or petroleum odors observed in the excavated or underlying soils of the tank field. All excavated soils were approved for backfill. The clean and vapor free USTs were taken to P.G. Scrap Inc., College Park MD for final disposal. Prior to backfill, a total of six (6) soil samples were taken from the base of the excavation, three (3) from beneath each tank location, and submitted for laboratory analysis of TPH-GRO/DRO and Total VOC with the following results:

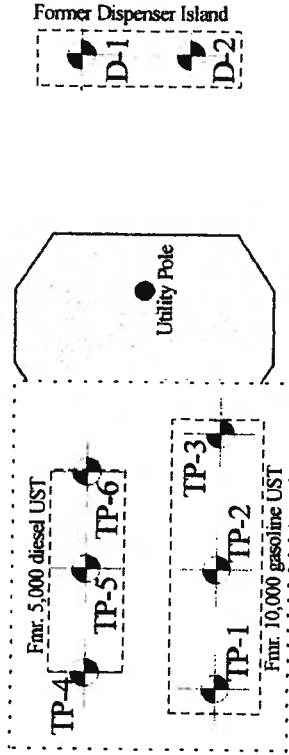
Confirmation Soil Sample Results—UST Excavation
(Samples collected 3/29/06)

Sample ID	Depth (feet)	TPH-GRO (mg/kg)	TPH-DRO (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethyl. (mg/kg)	Xylene (mg/kg)	MTBE (mg/kg)
TP-1 (G)	-13	U	U	U	U	U	U	U
TP-2 (G)	-13	U	U	U	U	U	U	U
TP-3 (G)	-13	U	U	U	U	U	U	U
TP-4 (D)	-13	U	U	U	U	U	U	U
TP-5 (D)	-13	U	U	U	U	U	U	U
TP-6 (D)	-13	U	U	U	U	U	U	U
MDE Clean-up Standards (Soils-Non Residential)		620	620	104	40880	20440	408800	2728

U = Less than reported quantitation limit
*Complete VOC results attached

OFFICE
8810 Corridor Road

Asphalt Parking



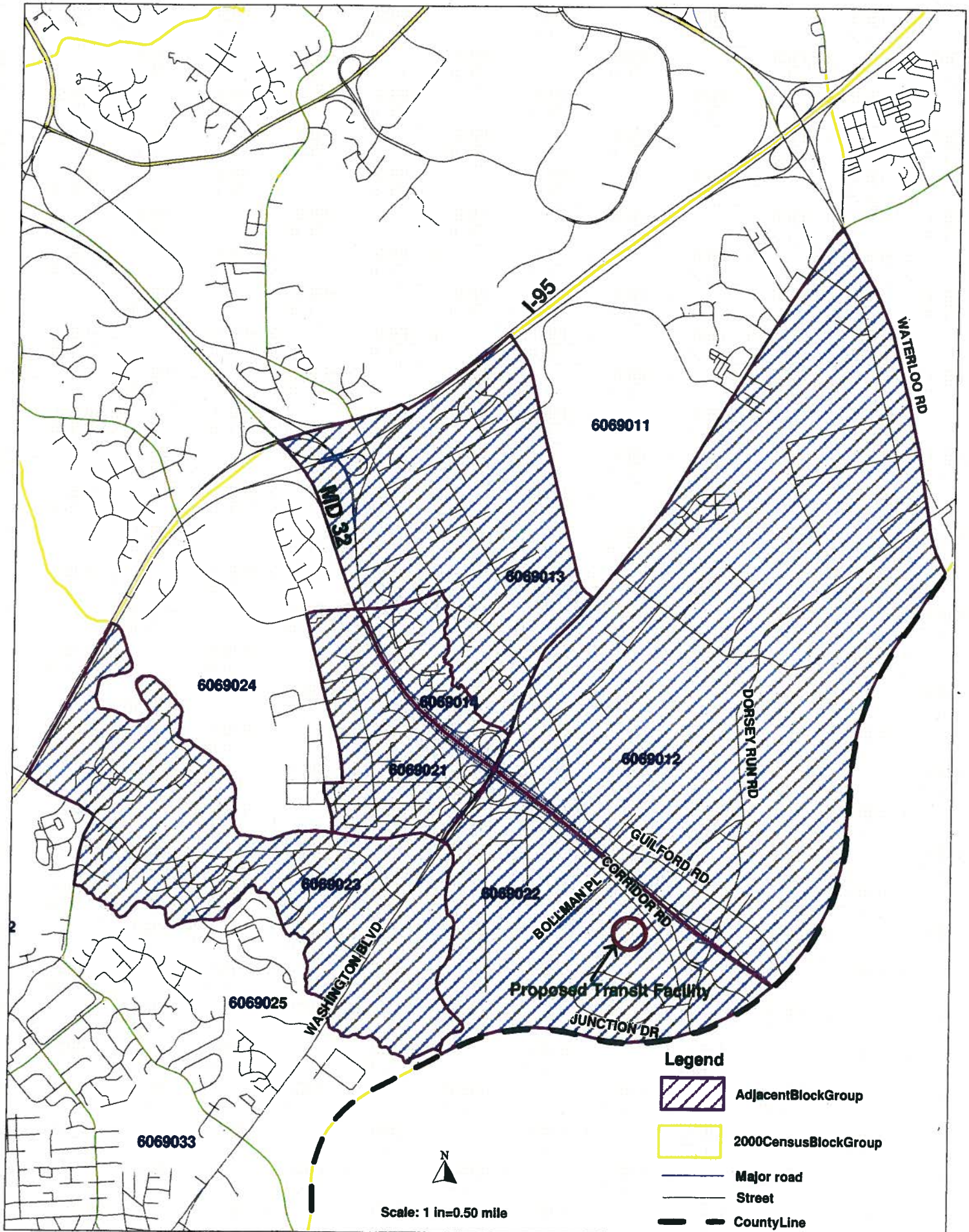
Site Plan

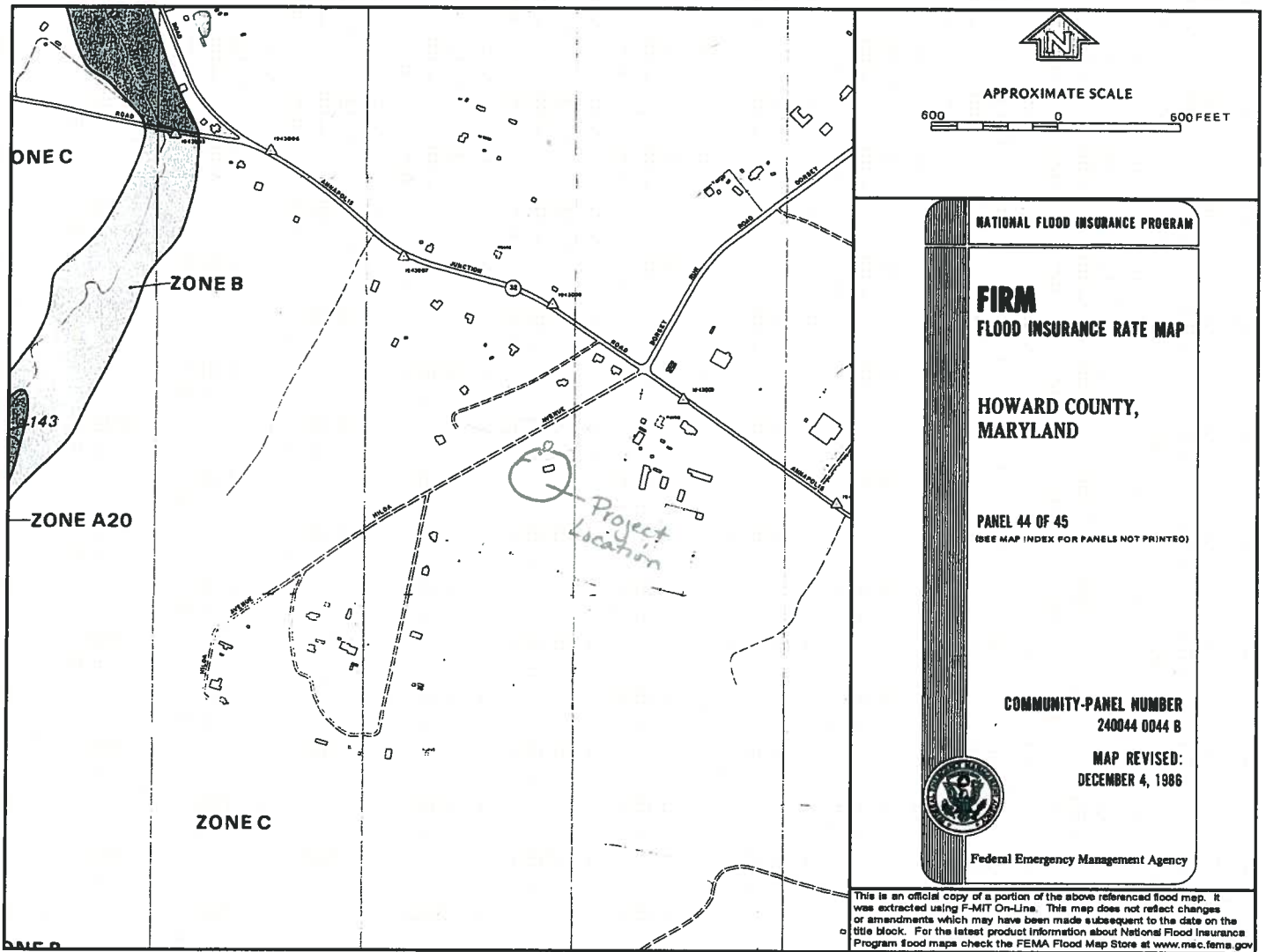
Petroleum Management, Inc.
P.O. Box 145
Bowie, MD 20719
301-860-0300

Job Name: Alho Masonry-Corridor Road LLC
Location: 8810 Corridor Rd., Annapolis Junction, MD
Drawn By: WSA
Scale: NTS
Date: 3-29-06

Howard County Transit Facility 2000 Census Block Group Map

Attachment 6







Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

February 11, 2009

Angela Willis
MTA
6 Saint Paul St.
Baltimore, MD 21202-1614

**RE: Environmental Review for Central Maryland Transit Operations Facility,
Corridor Road, Annapolis Junction/Savage, Howard County, MD.**

Dear Ms. Willis:

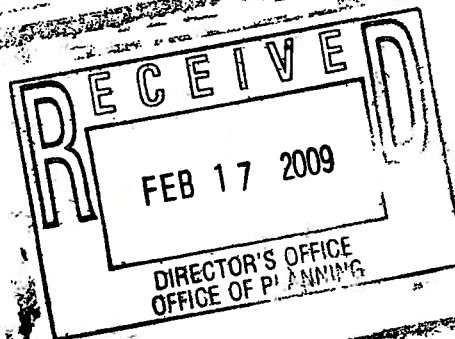
The Wildlife and Heritage Service has determined that there are no State or Federal records for rare, threatened or endangered species within the boundaries of the project site as delineated. As a result, we have no specific comments or requirements pertaining to protection measures at this time. This statement should not be interpreted however as meaning that rare, threatened or endangered species are not in fact present. If appropriate habitat is available, certain species could be present without documentation because adequate surveys have not been conducted.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2009.0099





Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

Coordination Sheet for Maryland Department of Natural Resources, Environmental Review Unit information on fisheries resources, including anadromous fish, related to project locations and study areas

DATE OF REQUEST: January 27, 2009

REQUESTED BY: Maryland Transit Administration, Angela Willis, Environmental Planner

PROJECT NAME/LOCATION/DESCRIPTION:

Central Maryland Transit Operations Facility (8800 and 8810 Corridor Road); Construction of transit operations facility to be used to maintain, service, and store transit vehicles; Annapolis Junction/Savage, Howard County

NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA: Little Patuxent River and unnamed tributaries (Use I-P) are in the vicinity

SUB-BASIN (6 digit watershed): Patuxent River Area

DNR RESPONSE (sections below to be completed by MD DNR):

TIME-OF-YEAR RESTRICTION:

No instream work appears to be required.

ADDITIONAL FISHERIES RESOURCE NOTES:

From a review of the information provided with your request, it does not appear that the proposed work will impact fisheries resources, especially if sediment and erosion control methods, and other Best Management Practices typically used for protection of nearby stream resources are utilized.

MD DNR, Environmental Review Unit signature

Gregory J. Golden

DATE: -----6-18-09 -----

PHONE: 410-260-8331

**United States Department of the Interior**

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575



June 18, 2009

Maryland Transit Administration
Maryland Department of Transportation
6 Saint Paul Street
Baltimore, MD 21202-1614

*RE: Central Maryland Transit Operations Facility Parcels 8800 & 8810 Corridor Road
Annapolis Junction/Savage MD*

Dear: Angela Willis

This responds to your letter, received January 16, 2009, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007.

If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at:

<http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf>.

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,



Leopoldo Miranda
Field Supervisor